

CLASSIFICATION SECRET

COUNTRY	East Germany	REPORT	
TOPIC	Justerbog Airfield		25X1
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT			25X1
DATE OBTAINED		DATE PREPARED	29 September 1954
REFERENCES			25X1
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS	This is UNEVALUATED		

The following observations were made at Justerbog airfield between 20 August and 11 September 1954:

20 August. About 1200, one Il-28 [ ] landed at the field and was parked in front of the southernmost hangar. After about half an hour, a Li-2 [ ] landed and subsequently taxi'd to the same hangar where it parked. At 1430, an Il-28 which was towing an air sleeve took off for a 35-minute flight over the firing range where the air sleeve was fired at by light AA guns. About 1630, the aircraft took off again and disappeared toward the north. About 1700, the Li-2 took off. There was no flying by MiG-15s or U-MiG-15s. The personnel of the fighter units were engaged in athletics or practiced firing.<sup>1</sup>

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21 August. There was no flying by MiG-15s or U-MiG-15s. Maintenance work was being done on the aircraft parked in the hangars.

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22 August. No flying was practiced. There was heavy rain. During the morning and afternoon, instruction was held.

24 August. Between 0930 and 1200, individual local flying at intervals of 15 to 20 minutes was practiced by 12 MiG-15s or U-MiG-15s which had come from the two easternmost hangars. Prior to their takeoffs they were seen parked at the runway. After 1500, aircraft took off and flew in elements of two. One aircraft of each formation was fitted with auxiliary fuel tanks, the other had no auxiliary fuel tanks.

25 August. Prior to 0800, 22 MiG-15s or U-MiG-15s from the two southern hangars had been towed to the western end of the runway. Between 0800 and 1500, these aircraft practiced mainly flying in formations of four. V formations, staggered formations and line-abreast formations were seen. Some individual flights were also made. Flying activity was discontinued because a thunderstorm was approaching. One Il-28 marked by white No 19 on its rudder assembly landed at 1500 and took off again at about 1700.

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26 August. MiG-15s or U-MiG-15s from the two easternmost hangars practiced flying. At 0830, a MiG-15 or U-MiG-15 [redacted]

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[redacted] took off for a local flight of about 20 minutes duration. Subsequently other MiGs took off at intervals of about 15 minutes for individual local flights during which some diving over the AA gun emplacement was practiced. A few formation flights in elements of two were also seen. After 1500, individual aircraft and formations of two and four practiced firing at air sleeves.

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28 and 30 August. No flying was practiced. Technical personnel was employed in repair and maintenance work.

31 August. The MiG-15s or U-MiG-15s from the two southern hangars practiced flying. At 0900, a MiG-15, [redacted] towing an airsleeve, and subsequently three other MiG-15s or U-MiG-15s,

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[redacted] took off. Of the latter MiGs, the first landed after 15 minutes, the second after 18 minutes and the third after 20 minutes and last the aircraft previously towing the air sleeve which it had dropped over the field. Air-to-air firing was practiced until past noon. Seven more take-offs by the target-towing aircraft were observed.

1 September. MiG-15s or U-MiG-15s from the two easternmost hangars practiced flying. Aircraft took off individually and in elements of two for local flights. After 1200, only take-offs in elements of two were made. The aircraft assembled to formations of four, disappeared from sight toward the east and returned after 20 to 30 minutes. During the flight only vapor trails could be seen.

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2 September. Beginning at 0730, 12 MiG-15s or U-MiG-15s from the two southern hangars were towed to the eastern end of the runway where they were parked in one row. After 0830, these aircraft, all of which were fitted with auxiliary fuel tanks, took off in elements of two for formation flights in groups of two and four. The route taken by the aircraft was recognized by vapor trails north and east of Jueterbog. During the afternoon, the aircraft took off in formations of three. Two of these aircraft would start taxiing at the same time while the third, in the middle of the two followed at a distance of about 50 meters. Subsequently the aircraft flew in flight wedge formation at very high altitudes.

3 September. Between 1000 and 1230, individual flights were made at intervals of 8 to 10 minutes. After 1430, elements of two aircraft took off for firing practices at an air sleeve over the firing range. While the target-towing aircraft remained aloft for about 40 minutes, the attacking aircraft returned after about 20 minutes.

4, 6 and 7 September. There was no flying. Instruction was held and repair and maintenance work was being done.

8 September. The MiG-15s or U-MiG-15s from the two easternmost hangars practiced flying in formations of two. They flew in the direction of Kummersdorf and returned individually after about 20 minutes.

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9 September. MiG-15s or U-MiG-15s from the two southern hangars took off in formations of two and four for flights at very high altitudes of 25 or 30 minutes duration. All aircraft were fitted with auxiliary fuel tanks. About 1600, a MiG-15 [ ] towing an air sleeve took off. Subsequently two other MiG-15s or U-MiG-15s took off and practiced firing at the sleeve target over the field. After a MiG-15 [ ] towing an air sleeve and fitted with auxiliary fuel tanks had taken off, MiG-15 [ ] landed after a flight of about 25 minutes duration. The air sleeve towed by MiG-15 [ ] was attacked three times and fired at over the firing range by two MiG-15s or U-MiG-15s. Flying continued after nightfall.

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10 September. During the morning, only maintenance work was being done. About 1600, MiG-15s or U-MiG-15s from the two eastern hangars were towed to the eastern end of the runway. After nightfall until about midnight, flying was practiced by these aircraft. About 2030, four MiG-15s or U-MiG-15s were seen aloft over Jueterbog in spread out V formation.

11 September. Individual flying and flying in elements of two was practiced. All aircraft disappeared in the direction of Kummersdorf.<sup>2</sup>

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1. [ ] Comment. The use of IL-28's as tow-target aircraft for firing practices by the AAA has been reported previously. IL-28 [ ] is reported for the first time.

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2. [ ] Comment. The two fighter regiments stationed at Jueterbog airfield probably practice flying on different days. The aircraft of one regiment are probably parked in the two southern hangars while those of the other regiment are parked in the two eastern hangars. Flight training was normal. [ ]

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